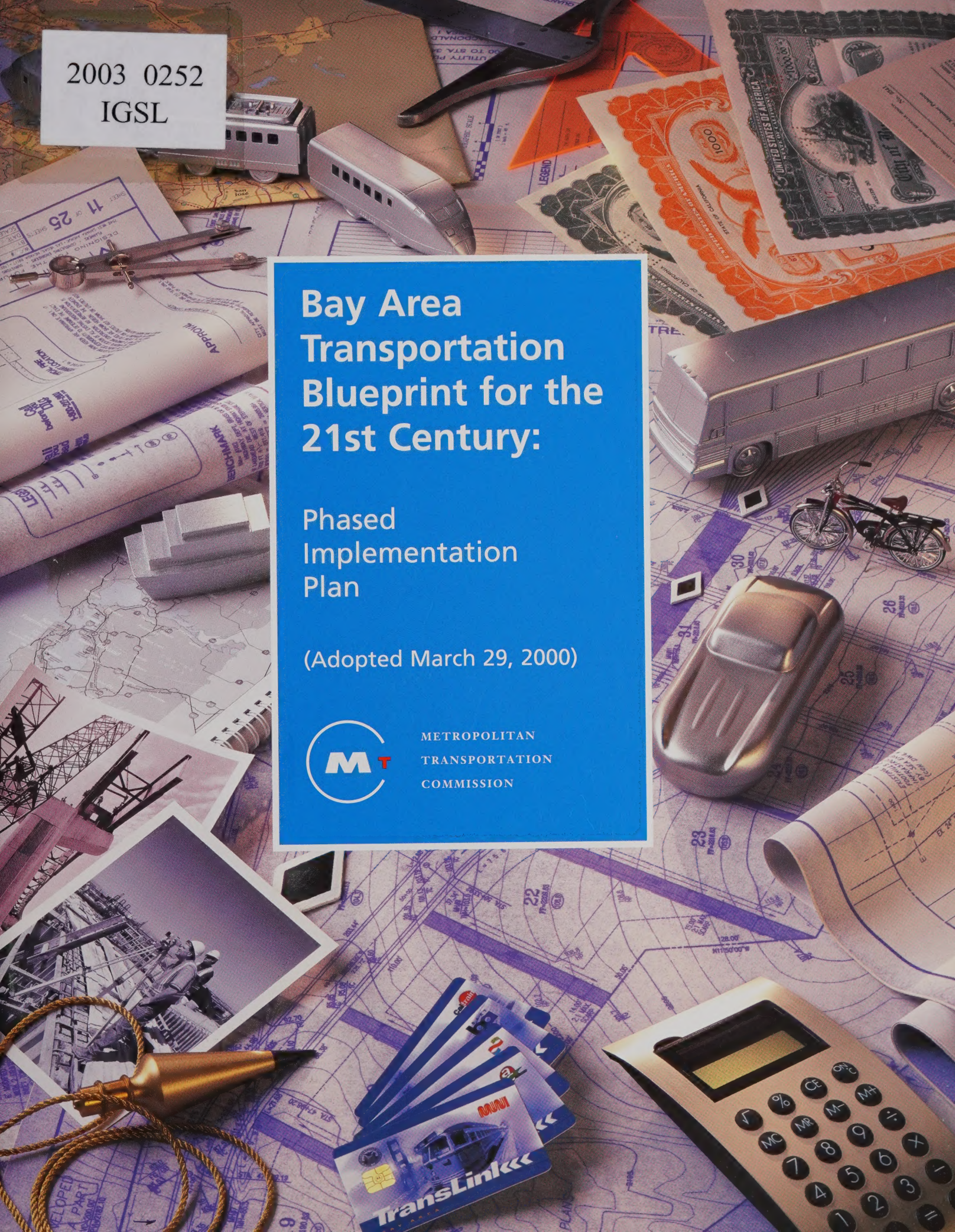




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Bay Area Transportation Blueprint for the 21st Century:

Phased Implementation Plan

(Adopted March 29, 2000)

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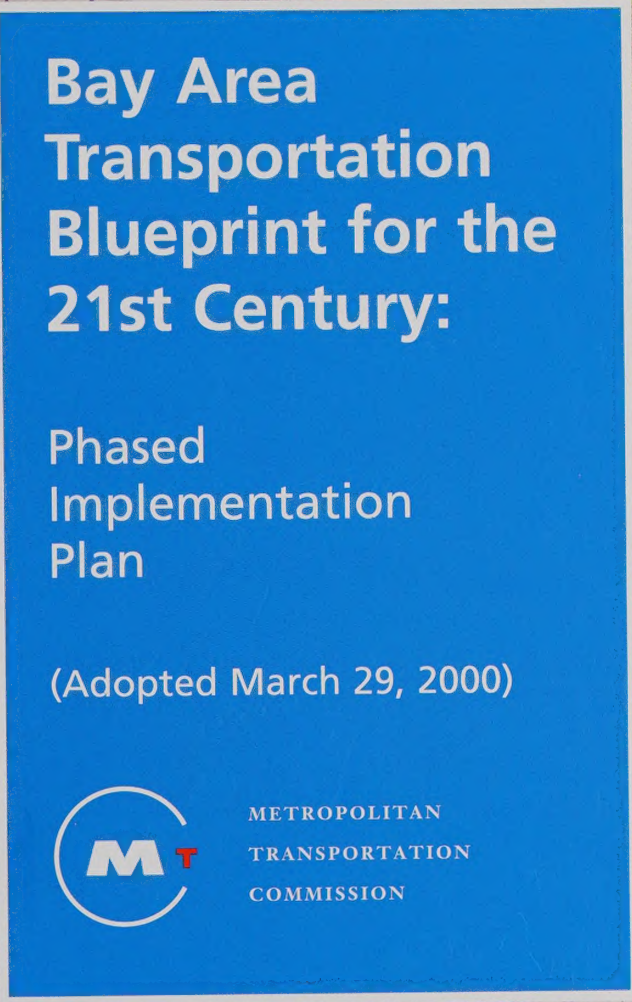
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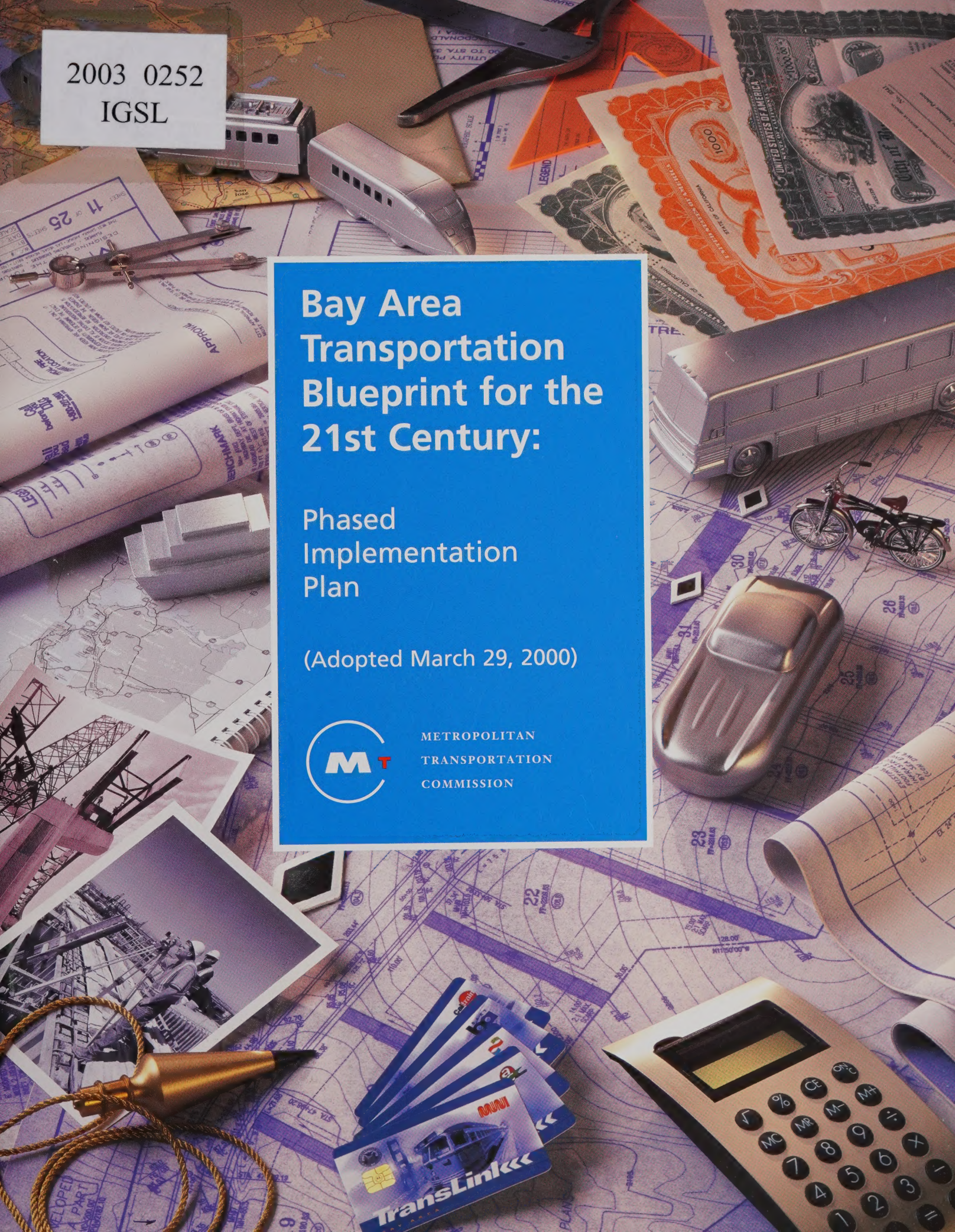
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Published May 30, 2000

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The Bay Area Blueprint for the 21st Century is a planning effort that parallels MTC's 20-year *Regional Transportation Plan* (RTP), last updated by the Commission in May 1999. As required by federal law, the RTP is a 20-year budget designed to finance transportation plans and programs. However, the budget is only big enough to sustain the existing transportation system and make marginal improvements. It is not sufficient to serve the expected growth of the region or to make a noticeable dent in congestion. This fact is a frustration for our Commission and our constituents.

The Bay Area Blueprint is aimed at finding ways to relieve that tension. It is a survey of the major transportation projects and programs championed by our partners that are outside the boundaries of the budget-constrained RTP. The first phase of the Blueprint — begun in January 1999 — consisted of a preliminary analysis of three modal system alternatives: rail, ferry and a rapid bus/high occupancy vehicle (HOV) system. It tested the impact of an alternative land-use projection and a pricing concept as well. The second phase of the Blueprint involved extensive public outreach throughout the region, including public meetings in each county, a comprehensive web site and polling of local elected officials and the general public.

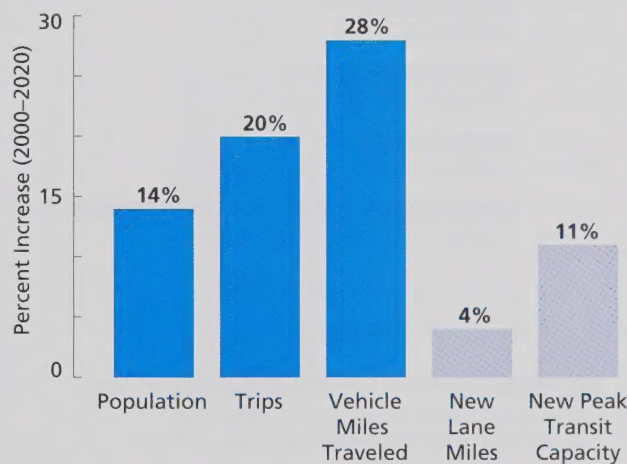
In the third phase of the overall Blueprint effort, MTC evaluated the cost-effectiveness of individual transit and highway projects. This evaluation is intended to be a technical resource that will inform subsequent policy decisions. As such, it does not outline final recommendations regarding investment priorities or choices that will

eventually be made by the Commission and other regional and local policymakers. Most importantly, the Blueprint should serve as a ready reference in developing coherent packages of programs and projects as funding opportunities arise.

Two such opportunities arose independently earlier this year. Governor Davis, responding to criticism that his January 2000 budget proposals did not do enough for transportation, promised a comprehensive statewide strategy by mid-April. In February, the Davis Administration began soliciting project ideas from transportation interests around the state to prepare for release of that plan. At the

same time, Congresswoman Ellen Tauscher, the Bay Area's representative on the House Transportation and Infrastructure Committee, issued a challenge to the region and her congressional colleagues to lay the groundwork for a revised regional rail agreement (to update MTC's New Rail Starts and Extensions Program adopted as Resolution No. 1876 in 1988). MTC's response to these developments at the state and

The RTP does not provide sufficient new capacity to keep up with regional growth



federal level resulted in this *Blueprint Phased Implementation Plan*, adopted by the Commission on March 29, 2000.

Summary of the Blueprint Plan

Highlights of the *Blueprint Plan* include:

- The Blueprint planning process identified \$33 billion worth of unfunded transportation needs in our region. The early phases of the *Blueprint Plan* would fund only one-tenth of that identified need. This admitted deficiency underscores the importance of enacting Senate Constitutional Amendment (SCA) 3

by Senator John Burton or a comparable state aid measure, to address the transportation demand created by California's robust economy.

- The \$3.8 billion *Blueprint Plan* reflects a complex mix of modes — rail, rapid bus, HOV gap closures, highway interchanges and bicycles. Transit improvements constitute \$2.6 billion — or about two-thirds — of total project costs, with the remaining \$1.2 billion devoted to highway projects.

- The *Blueprint Plan* focuses primarily on providing near-term relief in the region's most congested travel corridors. Projects included in the plan would achieve the following benefits:

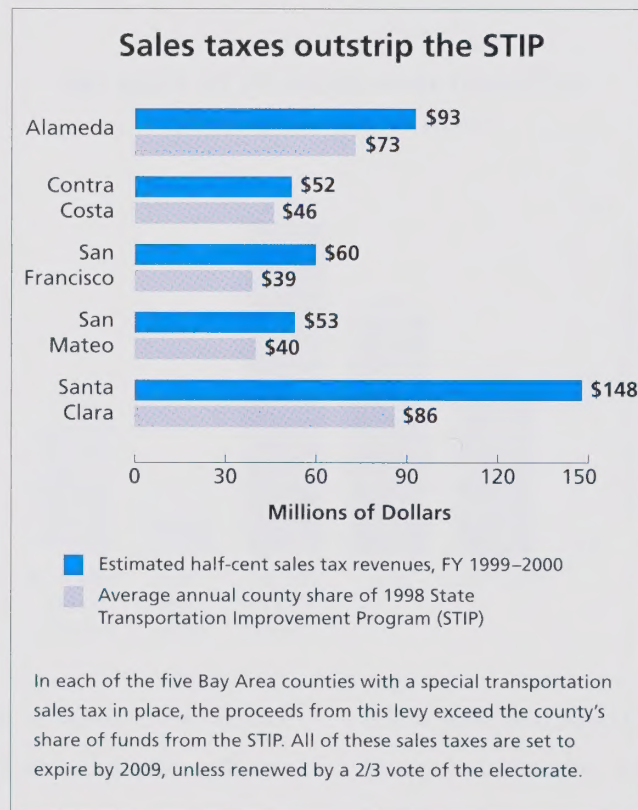
- 1 Establish a rail link between BART in southern Alameda County and San Jose.
- 2 Triple Altamont Commuter Express (ACE) service levels (from six to 18 trains per day).
- 3 Double Capitols service levels (from 14 to 32 trains per day).
- 4 Cut 30 minutes off the Caltrain commute via new express service.
- 5 Connect BART to Oakland International Airport.
- 6 Extend Muni Metro to the heart of San Francisco's Chinatown.
- 7 Establish or enhance rapid bus service in the following corridors: I-80, I-580, State Route 4, US 101 in the North Bay, I-880, I-280, the Santa Clara Valley, and most of the region's toll bridges.
- 8 Accelerate expansion of the HOV system to serve the rapid bus program and those who carpool.

- 9 Make other strategic improvements in the highway network.

- 10 Close key gaps in the region's bike lane system.

- The *Blueprint Plan* also supports expanded transit services for those who cannot — or choose not to — drive. A key element in the plan is strengthening life-line transit service, comprised of new commute service for welfare recipients seeking work, and night and weekend services for those who do not own cars.

Comparison of the Governor's Plan And the Blueprint Plan



Governor Davis' *Traffic Congestion Relief Plan* was released on April 6, 2000. Statewide, the plan is a \$5.3 billion program, of which \$4.8 billion, or 90 percent, is identified for specific projects in regions across the state. The remaining funds are: \$400 million for local road deferred maintenance, \$100 million for state highway deferred maintenance and \$5 million for environmental review of high-speed rail. The plan is proposed to be funded by a mixture of general fund revenues and sales tax resources.

Under the governor's plan, the Bay Area's share of the regional funds is \$1.6 billion. The governor's plan dedicates approximately 90 percent of the Bay Area funding to public transit. Of the proposed transit investments, \$1.3 billion (94 percent) is rail, \$48 million (3.4 percent) is bus, \$12 million (1.0 percent) is ferry and \$22 million (1.6 percent) are studies.

Blueprint Advocacy Principles

The following principles guided our development of the *Blueprint Phased Implementation Plan*, and will continue to guide MTC's advocacy as the Legislature considers the governor's proposal in the context of the FY 2000–01 state budget.

1 Long-term funding — First and foremost, we support authorization of a long-term funding program comparable to SCA 3. The California Transportation Commission has estimated that the state faces a \$118 billion shortfall in funding for transportation infrastructure over the next

decade. The governor's plan is a welcome first step, but a larger, dedicated, ongoing revenue stream is needed to make significant headway on the overall transportation funding shortfall. The governor also relies on substantial local matching commitments to fully fund most of the projects included in the plan. This matching funding will be

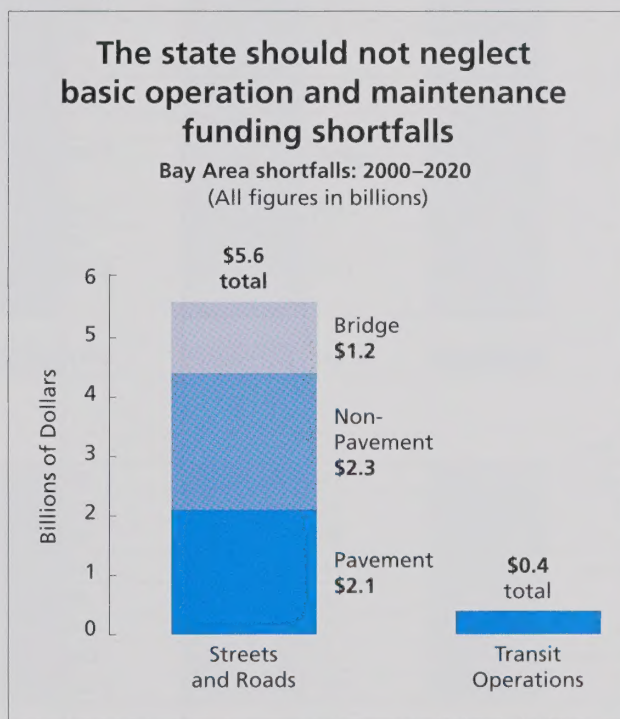
difficult to obtain without the ability to raise new local revenue via SCA 3 or another vehicle. (The importance of local funding generated by half-cent transportation sales taxes in the Bay Area is illustrated in the chart on the previous page.)

2 Local roads and transit operations — There is an immediate need for local road repair and transit operating funding. AB 1612 (Torlakson), which we support, represents an important step. The Torlakson legislation would generate \$100 million per year for the deficit-ridden Public Transportation Account,

which would provide an important new source of revenue to operate the public transit capital improvements proposed in both the Blueprint and the governor's plan. AB 1612 also would generate \$290 million annually in new funding for local street and road repair, which faces a funding shortfall of \$5.6 billion over the next two decades in the Bay Area alone (see chart on this page).

3 Corridor planning and engineering — Assemblyman Tom Torlakson has submitted a \$33.5 million budget request to fund planning and engineering work in six

Bay Area travel corridors. MTC supports this budget request, which would help identify and develop the best modal choices and staged improvements as financing becomes available. We also support augmenting that request by \$17 million for planning work in three additional travel corridors, for a total request of \$50.5 million in nine corridors. By comparison, the governor's plan proposes only \$22 million in funding for four corridor studies.



4 Funding flexibility — We seek funding for promising projects in all the region's congested travel corridors, but where studies are under way or contemplated, flexibility is required to make the best decision possible as planning projects are concluded. The governor's plan recognizes the need for such flexibility in the Transbay and Route 24/Caldecott Tunnel corridors. Similar flexibility should be extended for any other corridor in which a major investment study or similar comparative analysis has not yet been completed.

Blueprint Phased Implementation Plan Compared With Governor's Plan (\$ in millions)

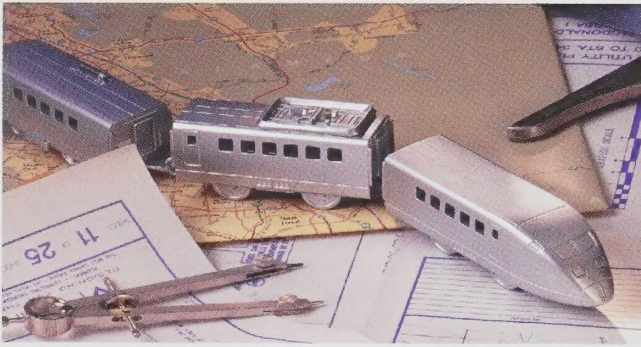
BLUEPRINT TRANSIT PROJECTS	Blueprint Estimated Project Cost	State Funds Requested	Governor's Plan	Additional State Funds Needed ¹	Notes
Phase 1					
Planning Studies	\$55	\$51	\$22	\$29	
Phase 2					
Fremont/South Bay Rail					
- Commuter Rail Connection	\$155	\$59	\$35	\$24	Governor's plan funds right-of-way only.
- BART to Warm Springs	\$546	\$0	\$725	\$0	Governor's plan funds BART to San Jose, which has an estimated cost of \$4 billion.
Caltrain Express and Upgrades	\$127	\$127	\$127	\$0	Governor's plan fully funds request - \$82 million for construction, \$45 million for rolling stock.
Caltrain Coyote Valley Station/Gilroy Improvements	\$6	\$6	\$80	\$0	Governor's plan funds Coyote Valley station (\$5 million), Gilroy service (\$55 million) and Salinas extension (\$20 million).
Capitol Corridor Intercity Rail	\$187	\$89	\$25	\$64	
Muni Metro Central Subway to Chinatown	\$530	\$180	\$140	\$40	
BART - Oakland Airport Connector	\$130	\$39	\$0	\$39	
ACE Commuter Rail	\$82	\$36	\$37	\$0	Governor's plan adds \$1 million to earlier FY 2000-01 budget request of \$36 million.
Vasona Light Rail Transit Extension	\$27	\$27	\$15	\$12	Additional station not funded in Santa Clara County Measure B sales tax program.
Santa Clara Measure B Shortfall: Transit Portion	\$165	\$165	\$0	\$165	Santa Clara County Measure B sales tax program shortfall. Includes low-floor vehicles.
Rapid Bus	\$177	\$59	\$40	\$19	
Lifeline Transit	\$9	\$9	\$0	\$9	
Rapid Bus/Lifeline Transit Operations	\$385	\$210	\$0	\$210	AB 1612 (Torlakson) would increase operating funds for these and other transit services.
Transit Projects Subtotal	\$2,581	\$1,057	\$1,246²	\$611	
BLUEPRINT HIGHWAY PROJECTS					
Part 1 - HOV Gap Closures to Support Rapid Bus					
I-680 Sunol Grade NB HOV Lane in Alameda County	\$52	\$52	\$55	\$0	
I-680 HOV Gap Closure in Alameda County	\$27	\$27	\$0	\$27	
I-580 HOV Lanes (Livermore) in Alameda County	\$60	\$30	\$30	\$0	
I-80 NB and SB HOV Lane (Route 4 to Carquinez)	\$31	\$20	\$0	\$20	
Route 4 East from Loveridge to Route 160	\$98	\$25	\$20	\$5	
US 101 Reversible HOV Lane in Marin County	\$58	\$53	\$15	\$38	
Route 85/US 101 HOV Connectors (Mountain View)	\$25	\$25	\$0	\$25	
US 101 HOV from Petaluma to Novato	\$175	\$167	\$10	\$157	
Part 2 - Other Highway Projects and Bicycle Projects					
Caldecott Tunnel/Corridor Improvements	TBD	TBD	\$20	TBD	MTC is currently conducting corridor study.
Golden Gate Bridge Seismic Retrofit Phase 3	\$108	\$32	\$0	\$32	
Doyle Drive Replacement	\$200	\$106	\$15	\$91	
US 101 Auxiliary Lanes (San Mateo)	\$150	\$75	\$0	\$75	
I-80/680 Interchange	\$19	\$19	\$13	\$6	
Route 29/Trancas Interchange	\$57	\$3	\$0	\$3	
Widen Route 12 from Route 29 to I-80	\$14	\$7	\$0	\$7	
I-880 Coleman Interchange	\$49	\$37	\$7	\$30	
Gap Closures in Regional Bicycle Lane System	\$80	\$80	\$0	\$80	
Highway Projects Subtotal	\$1,203	\$758	\$185	\$596	
Blueprint Total	\$3,784	\$1,815	\$1,431	\$1,207	
Other Transit Projects in Governor's Plan	\$329	\$0	\$151	—	See Appendix 6
Other Highway Projects in Governor's Plan	\$122	\$0	\$43	—	See Appendix 6

Notes

¹ Difference between "State Funds Requested" and "Governor's Plan." In most instances, additional federal and/or local funds are needed to fully fund projects.

² The governor's plan exceeds MTC's request for transit funds due to the Administration's proposed contribution to the BART-to-San Jose project.

5 Specific project requests — The governor’s plan fully funded only a few of MTC’s requests in the Blueprint plan, such as the Caltrain Express service and the I-680 Sunol Grade northbound HOV project. In many other cases, the governor’s plan funded a Blueprint project, but at less than the amount requested. In still other cases, the governor’s plan did not fund a project we had requested. In a few cases, the governor’s plan funded Bay Area projects that MTC had not requested. In the legislative process, we will seek funding for all the Blueprint projects contained in our March 29 request at the funding levels proposed in that request. The table on the facing page outlines a project-by-project comparison of MTC’s *Blueprint Plan* funding requests and the governor’s plan.



Overview

The Metropolitan Transportation Commission's (MTC) top legislative priority is — and remains — the passage of Senate Constitutional Amendment 3 or a similar transportation funding measure of equivalent magnitude. Authored by Senator John Burton, SCA 3 could generate \$13 billion (in current dollars) for new transportation investment in the Bay Area. However, the region must also be able to seize more modest funding opportunities that may arise before the eventual passage of SCA 3 or a similar legislative vehicle. With the recent unveiling of his \$5.3 billion statewide *Traffic Congestion Relief Plan*, Governor Davis has focused attention on the size and the seriousness of the transportation funding gap facing California. This implementation plan has been prepared for use by the governor and the Legislature as they work together to enact a consensus transportation program.

The vibrant Bay Area economy depends on a transportation system that works. The system must complement the environment of the communities it serves. Expansion of the system will be incremental, driven by the flow of new revenue. The size of the budget will depend on the breadth and depth of public support. These considerations frame our ability and need to deliver vital elements of the Blueprint. Yet many of the Blueprint proposals and ideas are still conceptual and must be better defined and subject to public review in order to earn the confidence of both the public and investors alike.

Thus we offer the following two packages for initial consideration.

Transit

The transit package summarized in the following pages and outlined in Appendix 1 is composed of three phases. Phase 1 is preliminary engineering and project design to be funded primarily by Assemblyman Tom Torlakson's \$33.5 million FY 2000–01 state budget request announced in February. This will provide funds to define the scope and level of transit services to be funded in subsequent phases of the transit plan. Phase 2 is initial implementation of rail transit, rapid bus and life-line transit projects that can be reasonably afforded

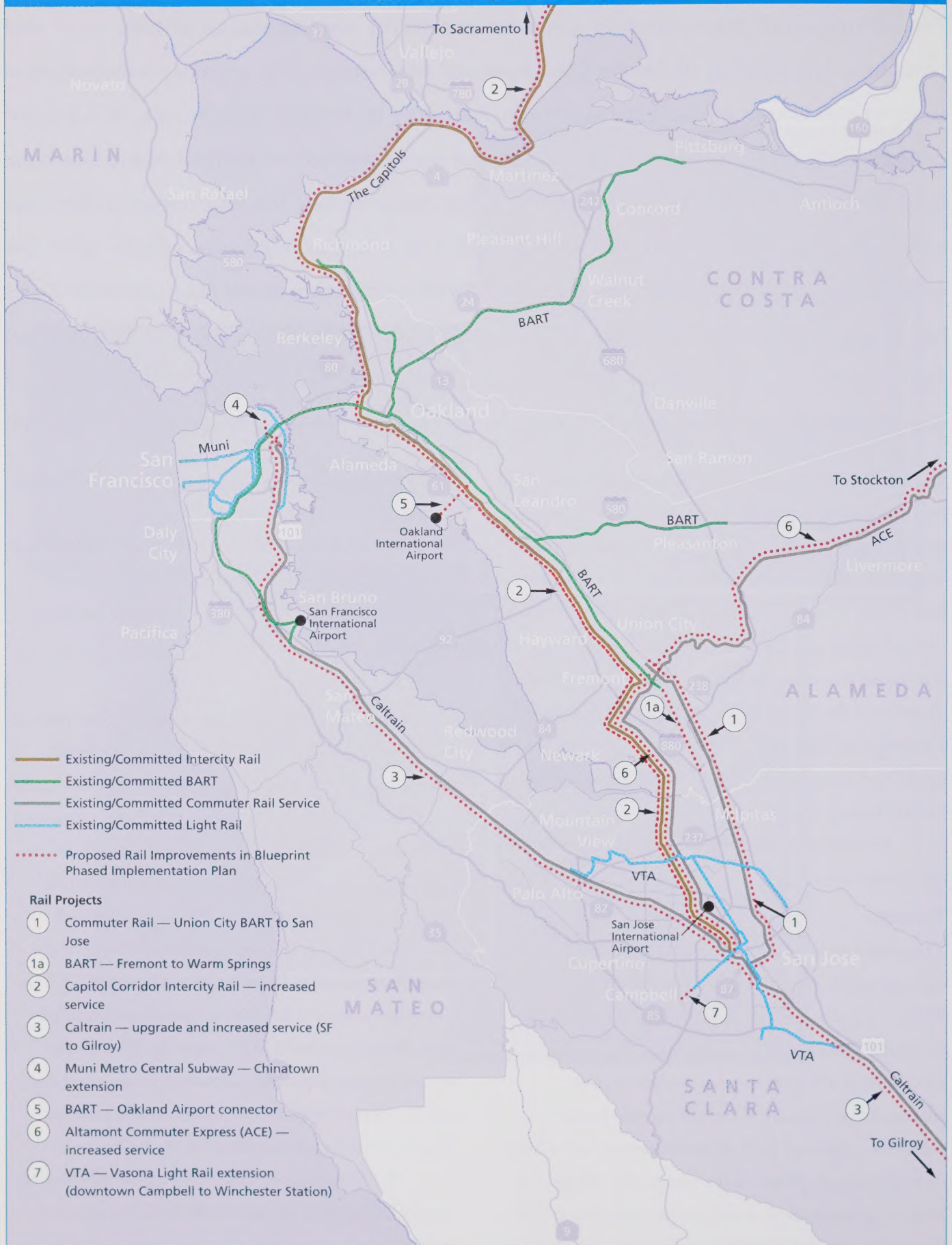
within the budgetary constraints of the state and federal discretionary funding opportunities at hand. Phase 3 lists future upgrades in the rail transit and rapid bus corridors that might be feasible if significant additional local funding on the scale of SCA 3 were to become available.

Highway

The highway package also is composed of three parts; it is summarized in the following pages and outlined in Appendix 2. Part 1 comprises HOV-lane expansion projects that would enhance the rapid bus services proposed for funding in the transit package. Part 2 would accelerate highway projects already included in the 20-year *Regional Transportation Plan* (RTP), the majority of which were proposed for interregional funding in the State Transportation Improvement Program (STIP). It also would reserve funds to close gaps in regional bike lanes. Finally, in Part 3 MTC supports the highway project requests separately submitted to the governor and Legislature by our local transportation partners, provided that they are included in the RTP.

The following sections elaborate on the selected transit and highway projects outlined in the attached appendices.

Map of Rail Improvements



Transit Improvements

Phase 1 — Corridor Planning and Engineering

MTC supports the \$33.5 million budget request for corridor planning and engineering proposed by Assemblyman Tom Torlakson to develop the best transit mode choices and staged improvements as financing becomes available. We also support augmenting that request with funding for planning work in a few additional Bay Area travel corridors. [See Appendix 1 for a complete list, including costs, of proposed corridor planning and engineering studies.]

Cost to Implement	State Funds Requested ¹
\$54.5 million*	\$50.5 million

*Includes \$4 million already programmed in the STIP.

Phase 2 — Rail Projects

BART TO WARM SPRINGS/ COMMUTER RAIL, UNION CITY BART TO SAN JOSE

BART to Warm Springs

Cost to Implement	State Funds Requested
\$546 million	\$0

Commuter Rail, Union City BART to San Jose

Cost to Implement	State Funds Requested
\$155 million	\$59 million

The critical gap between BART and San Jose in the regional rail system was envisioned for at least partial closure in the original MTC Resolution No. 1876 package with the BART to Warm Springs extension. The original 1876 agreement has a balance of \$151 million

¹ “State Funds Requested” refers to potential new state funding available through Governor Davis’ transportation initiative or AB 1612 (Torlakson) that could be used to finance the Phase 2 implementation costs for the projects listed. Appendix 1 contains additional detail on proposed project funding.

(in 1999 \$) in bridge toll and San Mateo buy-in funds. The Alameda County Measure B 20-year Transportation Expenditure Plan (on the ballot in November 2000) proposes an additional \$166 million. This implementation plan proposes to fund the remainder of the project through federal New Starts funds available after the BART-SFO extension is fully funded.

The governor already has proposed that \$35 million in state funds be directed toward the purchase of the Union Pacific right-of-way upon which the commuter rail service would run. MTC has approved a \$12 million allocation of federal funds to supplement the right-of-way purchase. The existing Santa Clara sales tax includes \$96 million pledged to a commuter rail start-up service that would connect BART to San Jose pending a longer-term financial commitment by Santa Clara for further extension of BART.

Future rail upgrades in this corridor could include extension of BART from Warm Springs to San Jose.



Vano Photography

CAPITOLS INTERCITY RAIL UPGRADES

Cost to Implement	State Funds Requested
\$187 million	\$89 million

BART, the manager of the Capitols service that runs from Sacramento to San Jose, has developed a plan that would increase that service from 14 to 32 trains per day. To do so entails an investment of \$187 million in track upgrades, signal improvements and additional train sets.

CALTRAIN EXPRESS AND UPGRADES

Cost to Implement	State Funds Requested
\$133 million	\$133 million

Our Blueprint analysis found that improvements to the Caltrain system would generate more new riders than any other transit project studied, with greater service frequency and speeds generating most of these gains. This is not surprising given the train's pivotal position linking the fast-growing South of Market area in San Francisco to the Silicon Valley job market, while passing through many densely settled older suburban communities and nearby business parks along the San Francisco Peninsula.

MTC's prior Resolution No. 1876 commitment to Caltrain has been pledged to rehabilitation of the system's tracks and station — as have other local funds — which will set the stage for more frequent service and higher ridership levels. The initial implementation phase would fund a Caltrain Express project recently proposed by State Senator Jackie Speier (SB 2003). It consists of constructing passing tracks in the vicinity of Burlingame and San Mateo and a turnback track near Palo Alto, which will enable the Joint Powers Board to run trains every 30 minutes in both north and south directions, with express trains making the trip between San Francisco and San Jose in only 45 minutes. The \$127 million total funding package also entails purchasing five new train sets consisting of one locomotive and four cars each.

The implementation plan also proposes the following other upgrades: \$5 million for a new Coyote Valley station in South San Jose already included in the governor's FY 2000–01 budget, and \$1.3 million for track improvements south of the Gilroy station.

This Caltrain express service upgrade could, in turn, set the stage for future upgrades such as electrification of the line and the downtown San Francisco extension project.



SF Muni

MUNI METRO CENTRAL SUBWAY

Cost to Implement	State Funds Requested
\$530 million	\$180 million

San Francisco will soon begin construction of the first phase of the Third Street Muni Metro extension from Mission Bay to the Bayview/Hunter's Point neighborhood, financed by \$300 million in Proposition B sales tax and STIP county share funds. The second phase of the project entails construction of a subway from the vicinity of the Caltrain terminal under Market Street to a northern terminus in Chinatown. Both phases of the project have been cleared through the state environmental process. The second phase Central Subway project would provide off-street Muni Metro service in the most congested part of the San Francisco central business district.

This \$530 million Central Subway project is proposed to be funded in the initial implementation phase through a combination of the governor's plan and federal New Starts, bridge toll, and STIP county share funds. This project and the BART-to-Warm Springs project described on page 9 are both authorized for New Starts funding in the 1998 federal Transportation Equity Act for the 21st Century.

Future rail upgrades in San Francisco could involve the final phase of the Third Street extension or Muni Metro extensions in the Geary or North Beach corridors.

BART - OAKLAND INTERNATIONAL AIRPORT CONNECTOR

Cost to Implement	State Funds Requested
\$130 million	\$39 million

Oakland International Airport lies 2.5 miles west of BART's Coliseum station. Currently, shuttle buses provide passenger service between the two locations. The 1998 STIP provided \$4 million for environmental review and preliminary engineering of a grade-separated BART connection to the rapidly growing airport. BART's extension staging policy places the project in Phase II after the Resolution No. 1876 projects are delivered, but provides that a BART-Oakland Airport connection project should be established before or at the same time as the extension of BART to San Francisco International Airport now under way.

The Port of Oakland has committed \$25 million in airport and other funds towards the \$130 million total project cost. The proposed Alameda County Measure B sales tax expenditure plan would add \$66 million. MTC requests \$39 million in state funds to finance the remaining project costs.

Future transit upgrades in the congested I-880 corridor must be determined after further study.

vice, which runs from Stockton to San Jose. By adding \$46 million to that state pledge, ACE service could be increased from six to 18 trains per day. As with Capitols intercity rail, the investment would be in track, signals and train sets. There is also keen local interest in extending ACE service from Stockton across the Dumbarton Bridge to the Peninsula, which we propose to be evaluated and defined by adding a request for \$3 million to conduct a comprehensive analysis of transportation options to serve the corridor.

VASONA LIGHT RAIL AND MEASURE B RAIL TRANSIT SHORTFALL

Vasona Light Rail

Cost to Implement	State Funds Requested
\$27 million	\$27 million

Measure B Rail Transit Shortfall

Cost to Implement	State Funds Requested
\$165 million	\$165 million

Santa Clara County's Measure B rail program includes the extension of the Vasona line from San Jose to downtown Campbell. Currently, the \$212 million budget consists primarily of Measure B funds, to be supplemented with other funds including Governor Davis' \$15 million request in his FY 2000–01 budget for the Winchester station, the next stop south beyond the current Campbell terminus. The \$15 million, however, does not fully fund the station's \$20 million cost. The implementation plan recommends an additional \$12 million to complete the station project and purchase right-of-way.

At the request of the Santa Clara Valley Transportation Authority, the implementation plan also seeks \$165 million in state funds to cover shortfalls in the \$860 million locally-funded Measure B rail transit program, including \$68 million for the purchase of 20 low-floor light rail vehicles.



ACE COMMUTER RAIL IMPROVEMENTS

Cost to Implement	State Funds Requested
\$82 million	\$36 million

The governor's FY 2000–01 budget proposes \$36 million to improve Altamont Commuter Express (ACE) ser-

Map of HOV Lanes and Rapid Bus Routes



Dino Younas, Oakland Tribune



Phase 2 – Rapid Bus and Lifeline Transit Programs

RAPID BUS PROGRAM

Cost to Implement	State Funds Requested
\$177 million*	\$59 million

*The cost of HOV lane construction (which would enhance Rapid Bus service) is included in the "Highway Improvements" cost estimates.

The principal finding of our Blueprint evaluation report is that the fastest growing parts of the Bay Area are best served by a fleet of express buses operating on the region's expanding network of HOV lanes. The challenge before the region is to build on the successful express bus services offered by Golden Gate Transit and AC Transit into San Francisco and to emulate the more fully developed systems operating in Seattle, Vancouver, and Curitiba, Brazil.

The \$177 million initial implementation phase of the system proposed here focuses in part on East Bay rapid bus connections to BART in the I-580 and State Route 4 corridors. These bus services are not intended to preclude future BART extensions beyond Bay Point and Dublin, but rather to extend the reach of BART in the near term. Other access improvements at BART stations also should be considered. The initial rapid bus phase also includes North and East Bay routes using US 101 in Sonoma and Marin counties, I-680 from the Benicia Bridge in the north to San Jose in the south, I-80 from Solano County to the East Bay and San Francisco, I-880 from San Leandro to San Jose, areawide services

in Santa Clara County along its freeway and expressway network, the I-280 corridor in San Mateo, and upgraded express service across most of the region's toll bridges. [See map on facing page for proposed rapid bus routes. See Appendix 3 for a complete list and cost breakdown of proposed rapid bus routes.]

This implementation plan looks to the state for critical operating support [see "Rapid Bus and Lifeline Transit - Operations" on page 14] as well as capital assistance. Additional capital funding would come from the Federal Transit Administration Section 5309 discretionary bus program.



LAVITA

LIFELINE TRANSIT PROGRAM

Cost to Implement	State Funds Requested
\$9 million	\$9 million

Building on the Commission's ongoing involvement in welfare-to-work planning activities as well as the RTP's imperative to provide for the mobility needs of all Bay Area residents, we propose to initiate a safety net or "lifeline" program of nighttime and weekend transit service in the initial implementation phase. [See Appendix 4 for a complete list and cost breakdown of proposed lifeline transit routes.]

This program would primarily serve transit-dependent riders along key routes of the region's rail and bus systems, with paratransit vans and vehicles and demand-responsive schedules, where appropriate. The capital cost is only \$9 million because much of the life-

line service either would be run during evenings and weekends when spare transit vehicles already are available, or would be contracted to private paratransit providers. We would seek funding for this modest capital cost and the associated operating support from the governor’s plan or other state sources.

One possible source of state funding is Assemblywoman Dion Aroner’s AB 2052, which MTC supports. This bill would make available to regional transportation planning agencies \$20 million in General Fund moneys for grants to transit agencies and non-profit groups that provide transportation services to individuals in welfare-to-work programs.

Future upgrades to the proposed lifeline service would be determined after the initial service is operational and any remaining gaps are identified.

RAPID BUS AND LIFELINE TRANSIT: OPERATIONS

Cost to Implement	State Funds Requested
\$385 million*	\$210 million

*Only one-third of the estimated 15-year cost is included in the Blueprint.

The State Transit Assistance (STA) program is a source of revenue to finance ongoing and expanded transit operations. It has hovered around \$100 million per year for more than a decade. Yet it is the lack of operating funds that prevents making optimum use of the growing network of HOV lanes and which stymies welfare-to-work and other lifeline transit services. There is a compelling need for the state to dramatically increase the size of the STA program or to create a complementary new program to address this deficiency. We propose \$25 million per year to finance Bay Area services as part of an overall statewide augmentation, which could be partially funded by pending legislation that the Commission supports (AB 1612 - Torlakson). This amount would cover roughly one-third of the net annual operating cost of the rapid bus and lifeline service proposed

here. The remainder of the operating funding would have to be provided from other local sources. AB 1612 also would provide new funding for local street and road repair, another pressing regional need.

Phase 3 – Longer-Term Transit Improvements

Future transit upgrades include the following improvements listed by corridor:

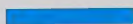
- BART to Livermore (I-580 corridor)
- BART to Antioch (Route 4 corridor)
- ACE to the Peninsula (Route 92/84 corridor)
- Commuter rail service on the Northwest Pacific line (Golden Gate corridor)
- Light-rail extensions (Santa Clara Subarea)
- A new Transbay Terminal and other transit improvements to be determined in the forthcoming Southern Crossing Study (I-80 corridor).

The costs of these future improvements are not estimated in this implementation plan. [See Appendix 1 for a complete list and cost breakdown of all proposed Phase 1 and 2 transit projects. Also see Appendix 6 for a list of other transit projects proposed in the governor’s plan.]

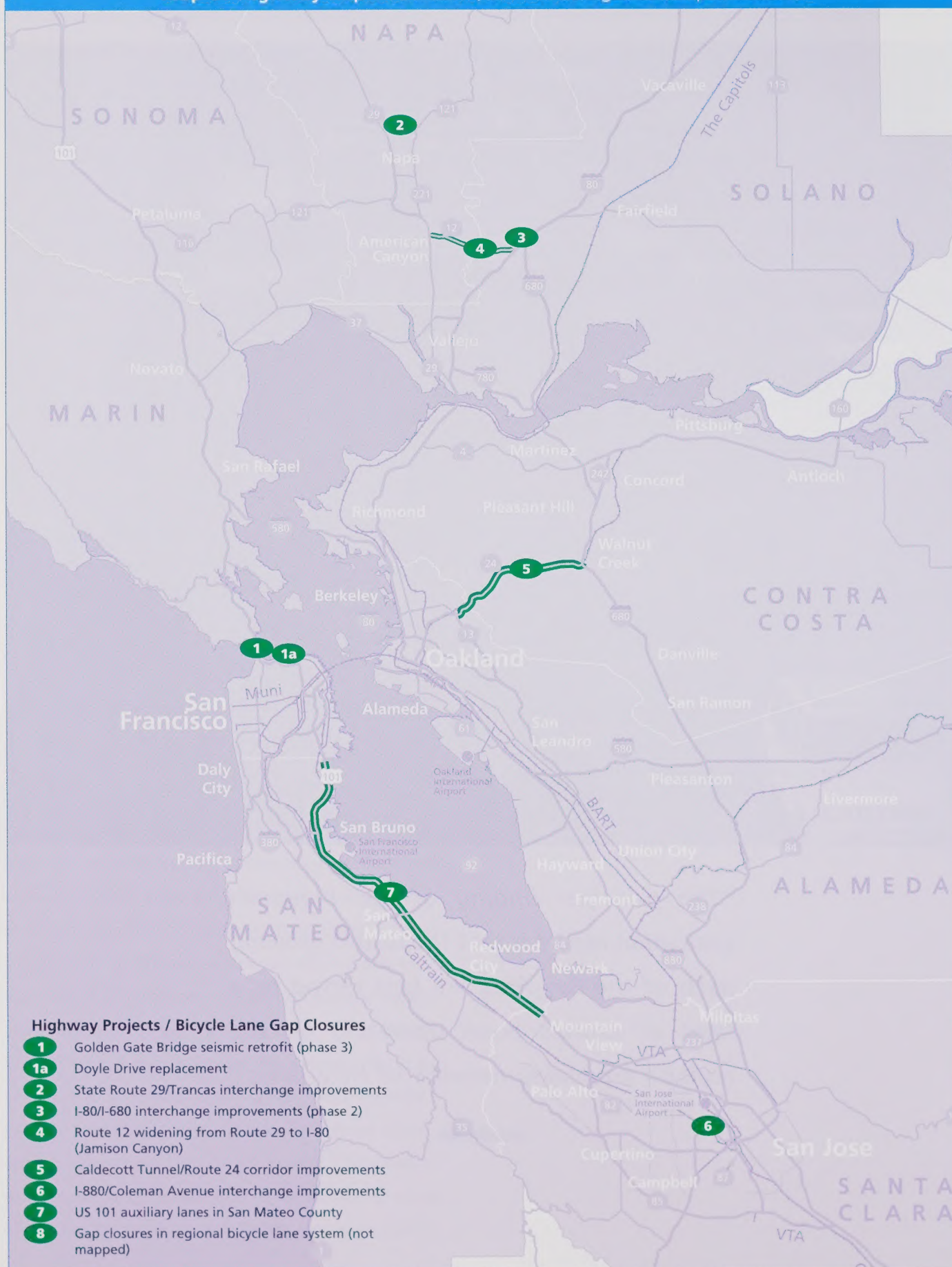


Caltrans

"The principal finding of our Blueprint evaluation report is that the fastest growing parts of the Bay Area are best served by a fleet of express buses operating on the region's expanding network of HOV lanes."



Map of Highway Improvements (Not Including HOV Gap Closures)



Highway Improvements

PART 1: HOV Gap Closures to Support Rapid Bus Program and Carpooling

Cost to Implement	State Funds Requested
\$527 million	\$398 million

The key to making the rapid bus program rapid is to take advantage of the region's extensive HOV system and to fill in system gaps. This strategy can speed bus movement and offer commuters two options to being stuck in congestion: to carpool or ride the bus.

A series of HOV gap closures are proposed to improve travel along US 101 in Marin and Sonoma, Route 4 and Interstates 80 and 680 in Contra Costa County, and Interstates 580 and 680 in Alameda County. In Santa Clara County, an 85/101 interchange direct HOV lane connection also is proposed. [See map on page 12 for locations of proposed HOV gap closure projects.]

PART 2: Other Highway Projects/ Bicycle Lane Gap Closures

Cost to Implement	State Funds Requested
\$677 million	\$359 million

In addition to HOV gap closures, there are seven highway projects that merit special attention.

- 1 The Golden Gate Bridge/Doyle Drive seismic retrofit and replacement projects are critical safety improvements required to maintain mobility between San Francisco and the North Bay. We propose a significant contribution of \$138 million from the governor's plan, to be matched by \$170 million in STIP and other funds.
- 2 The Route 29/Trancas interchange in Napa County has been long delayed because of design problems. The delay has been accompanied by cost escalation,

thus requiring an additional \$3 million to finally close the funding gap — in a county that receives a very modest county share STIP allotment.

- 3 The interchange at I-680/80 in Solano County is a critical bottleneck that delays Bay Area - Sacramento interregional travelers. A second phase \$19 million improvement is proposed.
- 4 Route 12 connects to I-80 near the I-680/I-80 interchange. A \$14 million project to complete engineering and design for the widening of Route 12 from Route 29 to Interstate 80 is proposed.
- 5 The Caldecott Tunnel bottleneck could be relieved by improvements to be defined in a planning study currently being managed by MTC. We propose that this project be included, with the scope and cost of the project to be established when the planning is completed this summer.
- 6 A \$49 million project to improve the Coleman Avenue interchange on I-880 is proposed in order to speed access of people and goods to the San Jose International Airport.
- 7 Auxiliary lanes would be constructed along US 101 in San Mateo County to improve traffic flow in the busy Peninsula corridor. One-half of the \$150 million project cost is proposed for state funding; the other half would be funded from county half-cent sales tax revenues.
- 8 Finally, there are several critical gaps in the region's bicycle system that can be addressed with \$80 million in new investment.

[See Appendix 2 for a complete list and cost breakdown of proposed highway projects.]

PART 3: Highway Projects Proposed by Bay Area Congestion Management Agencies

The nine congestion management agencies in the Bay Area and others have proposed directly to the state that additional highway projects be added to the governor's plan. MTC supports advanced implementation of any projects that have been approved previously as part of the STIP or our long-range *Regional Transportation Plan* (RTP).

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APPENDIX 1: Transit Investment Package by Corridor

Phase 1 - Planning and Engineering (Fund Sources in Millions)	Corridor				
	Fremont-South Bay	I-80	Peninsula	San Francisco	I-880
Torlakson Budget Request	\$7	\$2.5	\$3.5	\$6	
Additional Budget Request					
STIP					\$4
<i>Phase 1 Subtotal</i>	<i>\$7</i>	<i>\$2.5</i>	<i>\$3.5</i>	<i>\$6</i>	<i>\$4</i>

Phase 2 - Initial Implementation (Fund Sources in Millions)	Corridor								
	Fremont-South Bay		I-80		Peninsula		San Francisco	I-880	
	BART to Warm Springs	Commuter Rail BART Connection	Capitols Intercity Rail	Rapid Bus ¹	Caltrain Express and Upgrades	I-280 Rapid Bus ¹	Muni Metro Central Subway	BART - Oakland Airport Connector	Rapid Bus ¹
State Funds Requested		\$59	\$89	\$11	\$133	\$8	\$180	\$39	\$3
		\$35 ROW/ \$24 service			\$127 Caltrain Express \$6 other upgrades				
New Starts	\$229						\$300		
FTA Bus Discretionary				\$23		\$15			\$6
County sales taxes	\$166	\$96						\$66	
	Alameda Measure B proposed	Santa Clara Measures A/B						Alameda Measure B proposed	
RTIP							\$50		
ITIP			\$98						
Other	\$151							\$25	
	Resolution 1876 repayment							Port of Oakland	
<i>Phase 2 Subtotal</i>	<i>\$546</i>	<i>\$155</i>	<i>\$187</i>	<i>\$34</i>	<i>\$133</i>	<i>\$23</i>	<i>\$530</i>	<i>\$130</i>	<i>\$9</i>
TOTAL (Phases 1 and 2)	\$553	\$155	\$189.5	\$34	\$136.5	\$23	\$536	\$134	\$9

Phase 3 - Future Upgrades	Corridor				
	Fremont-South Bay	I-80	Peninsula	San Francisco	I-880
	• BART to San Jose	• Capitols commuter service frequency upgrades • New Transbay Terminal • TBD by Southern Crossing Study	• Caltrain Electrification • Caltrain Downtown Extension	• Third Street Muni Metro Phase 3 • Muni Metro Geary and North Beach	• TBD

¹ The cost of HOV lane construction (which would enhance Rapid Bus service) is included in the highway project package (Appendix 2).² Only one-third of the estimated net annual operating cost is included in the Blueprint.All costs and revenues are in 1999 dollars (millions)
Discount Factor = 2.6%

APPENDIX 1: Transit Investment Package by Corridor (continued)

Corridor					Subarea	Other		
I-580	I-680	Route 4	Routes 92 and 84	Golden Gate	Santa Clara	Lifeline Transit	Rapid Bus and Lifeline Transit-Operations	TOTAL
\$7	\$0.25	\$7		\$0.25				\$33.5
			\$3	\$7 Northwest Pacific (NWP)	\$7			\$17
								\$4
\$7	\$0.25	\$7	\$3	\$7.25	\$7	N/A	N/A	\$54.5

Corridor						Subarea		Other		
I-580	I-680	Route 4	Routes 92 and 84	Golden Gate		Santa Clara		Lifeline Transit	Rapid Bus and Lifeline Transit-Operations ²	TOTAL
ACE Commuter Rail	Rapid Bus ¹	Rapid Bus ¹	Rapid Bus ¹	Rapid Bus ¹	Rapid Bus ¹	Vasona LRT and Measure B Shortfall	Rapid Bus ¹			
\$36	\$4	\$10	\$5	\$5	\$8	\$192	\$5	\$9	\$210 STA	\$1,006
						\$27 Vasona LRT/ \$165 Measure B shortfall				\$529 FY 2015, \$529 total
	\$8	\$19	\$11	\$9	\$16		\$11			\$118
										\$328
\$46										\$50 \$144
									\$175 tolls	\$351
\$82	\$12	\$29	\$16	\$14	\$24	\$192	\$16	\$9	\$385	\$2,526
\$89	\$12	\$29.25	\$23	\$17	\$31.25	\$199	\$16	\$9	\$385	\$2,580.5

Corridor					Subarea	Other	
I-580	I-680	Route 4	Routes 92 and 84	Golden Gate	Santa Clara	Lifeline Transit	Rapid Bus and Lifeline Transit-Operations
• BART to Livermore • ACE commuter service frequency upgrades	• Additional rapid bus service	• BART to Antioch	• ACE Extension in Dumbarton Corridor	• NWP rail	• Light Rail Extensions	• TBD	• TBD

APPENDIX 2 - Highway Investment Package

PART I: High Occupancy Vehicle (HOV) Projects

(S in millions) Source	County	Project	State Funds Requested	RTIP	Local Sales Tax	Other	Total Cost
RTP	Alameda	I-680 Sunol Grade northbound HOV lane, ramp metering and auxiliary lane from Route 84 to the Santa Clara/Alameda Co. line	\$52.21				\$52.21
Blueprint	Alameda	I-680 HOV gap closure from Contra Costa County line to Route 84	26.80				26.80
Blueprint	Alameda	I-580 HOV lanes (Tassajara to Vasco Rd.)	30.00	30.00			60.00
RTP	Contra Costa	I-80 HOV lane extension from Route 4 to the Carquinez Bridge	20.13	11.11			31.24
RTP	Contra Costa	Route 4 East from Railroad Ave. to Route 160 with HOV lanes to Loveridge Rd.	24.54	24.54	49.10		98.18
RTP	Marin	Convert southbound US 101 HOV lane to reversible HOV lane with movable barrier from N. San Pedro to Lucky Drive in San Rafael, including bike lane gap closure	53.02			5.30	58.32
Blueprint	Santa Clara	Route 85/US 101 direct HOV connectors in Mountain View	25.00				25.00
RTP	Sonoma/Marin	US 101 HOV from Petaluma to Novato	166.58			8.80	175.38
<i>Subtotal</i>			<i>\$398.28</i>	<i>\$65.65</i>	<i>\$49.10</i>	<i>\$14.10</i>	<i>\$527.13</i>

PART II: Other Highway Projects and Bicycle Projects

(S in millions) Source	County	Project	State Funds Requested	RTIP	Local Sales Tax	Other	Total Cost
Blueprint	Alameda/ Contra Costa	Caldecott Tunnel/Corridor Improvements	TBD				TBD
RTP	Marin/ San Francisco	Golden Gate Bridge Seismic Retrofit Phase 3	\$32.00			\$76.00	\$108.00
RTP	San Francisco	Doyle Drive replacement	106.36	93.64			200.00
RTP	San Mateo	US 101 auxiliary lanes within County	75.00		75.00		150.00
RTP	Solano	I-80/680 interchange improvements (second phase)	19.00				19.00
RTP	Napa	Full funding for Route 29/Trancas interchange	3.00	53.50			56.50
RTP	Napa/Solano	Widen Route 12 from Route 29 to I-80 (Jamison Canyon)	7.00	7.00			14.00
Blueprint	Santa Clara	I-880 Coleman Interchange	36.75	12.25			49.00
Blueprint	Regional	Gap closures in regional bicycle lane system	80.00				80.00
<i>Subtotal</i>			<i>\$359.11</i>	<i>\$166.39</i>	<i>\$75.00</i>	<i>\$76.00</i>	<i>\$676.50</i>
GRAND TOTAL			\$757.39	\$232.04	\$124.10	\$90.10	\$1,203.63

APPENDIX 3 - Bay Area Rapid Bus Costs and Ridership

Corridor	Route Description	CAPITAL COST			OPERATING COST		TOTAL	COST EFFECTIVENESS		
		Vehicles	Support ¹	Total Annualized Capital Cost	Net Annual Operating Cost	15-year Operating Subsidy	Annualized Capital & Operating Cost	New Daily Riders	Annualized New Daily Riders	Cost per Rider
Golden Gate	Sonoma Co. to SF/Larkspur Ferry & Marin Co. to SF	\$14,110,000	\$10,000,000	\$2,587,860	\$9,847,443	\$147,711,648	\$12,435,303	7,500	2,250,000	\$5.53
Routes 92 / 84	Dumbarton Bridge Express	2,905,000		366,030	563,101	8,446,522	929,131	300	90,000	10.32
	San Mateo-Hayward Bridge	11,205,000		1,411,830	5,500,348	82,505,229	6,912,178	1,000	300,000	23.04
I-80	Solano Co. to East Bay/San Francisco	14,525,000	5,000,000	2,235,150	3,352,664	50,289,964	5,587,814	1,000	300,000	18.63
	West Contra Costa to Oakland/Berkeley & SF	4,565,000	10,000,000	1,385,190	2,253,325	33,799,876	3,638,515	3,100	930,000	3.91
I-680	Central Contra Costa to Tri-Valley	4,565,000		575,190	2,237,458	33,561,872	2,812,648	1,500	450,000	6.25
	Tri-Valley to Silicon Valley	9,545,000	15,000,000	2,417,670	3,730,960	55,964,404	6,148,630	1,000	300,000	20.50
Route 4	East Contra Costa to Bay Point BART	6,225,000	10,000,000	1,594,350	2,813,155	42,197,328	4,407,505	1,300	390,000	11.30
I-580	San Joaquin County to Dublin/Pleasanton BART	2,490,000	10,000,000	1,123,740	1,500,000	22,500,000	2,623,740	1,400	420,000	6.25
I-880	Hayward-San Leandro to Silicon Valley	8,715,000		1,098,090	4,800,155	72,002,332	5,898,245	1,500	450,000	13.11
Santa Clara Valley	Areawide Rapid Bus	15,770,000		1,987,020	7,613,370	114,200,560	9,600,390	4,000	1,200,000	8.00
Peninsula	South/Central San Mateo to Colma BART/Silicon Valley	13,280,000	10,000,000	2,483,280	3,919,101	58,786,519	6,402,381	3,000	900,000	7.11
TOTAL		\$107,900,000	\$70,000,000	\$19,265,400	\$48,131,083	\$721,966,259	\$67,396,483	26,600	7,980,000	\$8.45

¹Park-and-Ride lots and direct HOV access facilities. HOV lane construction costs are included in the highway project package (Appendix 2).

APPENDIX 4 - Lifeline Transit Investment Package

County	Route Description	Annual Operating Cost	Capital Cost
Gaps in Existing Network			
Alameda	Extend 4 AC Transit routes	\$1,000,000	\$1,280,000
	Naval Air Station - downtown shuttle	125,000	119,000
	Feeder services to employment sites (AC Transit & LAVTA)	4,000,000	1,280,000
San Francisco	Bayview/Hunters Pt. - downtown	540,000	640,000
	Treasure Island - downtown	540,000	640,000
	Bayview/Hunters Pt. circulator	375,000	0
Contra Costa	Shuttles serving low income neighborhoods (East County)	550,000	0
Napa	TBD		
Santa Clara	TBD		
Regional Services			
Richmond-Marin County	Route 40 service improvements	425,000	320,000
SF - San Mateo	Bayview/Hunters Pt. - SFO	175,000	0
Other	Treasure Island - East Bay	600,000	640,000
Alameda - Santa Clara	TBD		
<i>Subtotal</i>		<i>\$8,330,000</i>	<i>\$4,919,000</i>
Extending Service Hours & Adding Service Frequencies			
Alameda	Add owl service on 11 routes (AC Transit)	\$1,204,500	\$0
San Francisco	Add owl service on 7 routes (MUNI)	785,000	0
Contra Costa	Expand to 24 hours on 5 routes (CCCTA)	1,100,000	0
	Add Sunday services to 5 routes (CCCTA)	425,000	0
	Extend hours on express bus (ECCTA)	500,000	640,000
	Add weekend service to shuttle/express bus (ECCTA)	2,120,000	0
Napa	Extend hours for all VINE routes	320,000	0
	Add service frequencies on 2 VINE routes	220,000	640,000
Santa Clara	Add owl service on 7 routes (VTA)	1,800,000	0
Regional	TBD	4,000,000	1,280,000
<i>Subtotal</i>		<i>\$12,474,500</i>	<i>\$2,560,000</i>
Regional Guaranteed Ride Home			
All 9 counties		\$450,000	\$0
Increased Paratransit Services			
Regional ADA complement to above service improvements		\$925,000	\$450,000
Increased services to accommodate growing elderly population		2,000,000	1,000,000
<i>Subtotal</i>		<i>\$2,925,000</i>	<i>\$1,450,000</i>
Total		\$24,179,500	\$8,929,000

APPENDIX 5 - Supplemental Information on Corridor Transit Proposals

Fremont – South Bay Corridor

Project

BART CONNECTION

Phases

- Phase 1
 - Engineering study
- Phase 2
 - Commuter rail, Union City south to San Jose
 - BART to Warm Springs
- Phase 3
 - Extended BART operations in corridor

System Integration

- Connects BART, VTA light rail, and Caltrain

Funding Commitments

- Local
 - \$96 million: Santa Clara Co. Measures A/B for commuter rail
 - BART has purchased approximately 48.6 acres of right-of-way in corridor; valued at approximately \$16.7 million.
- Regional
 - \$184 million: RTP track 1 commitments for BART to Warm Springs (adjusted to \$151 million in 1999\$ in Appendix 1)
 - \$12 million: MTC Revenue Aligned Budget Authority (RABA) dividend for corridor right-of-way
- State
 - \$35 million: Governor Davis' budget request for right-of-way
- Federal
 -

Current Proposals

- \$7 million: Assemblyman Torlakson FY 2000–01 budget request for preliminary engineering

Notes

- a) Santa Clara VTA study underway
- b) BART EIS complete for Warm Springs extension
- c) \$165.5 million Alameda Co. (proposed sales tax) for BART to Warm Springs

I-80 Corridor

Project

CAPITOL CORRIDOR ENHANCEMENTS

Phases

- Phase 1
 - N/A
- Phase 2
 - Increase Capitols service from 14 to 32 trains; rapid bus on I-80
- Phase 3
 - Significantly increase frequency for Capitols to commuter-level service

System Integration

- Connections from adjoining regions into the Eastern Bay Area via I-80/880. Connects BART and rapid bus services.

Funding Commitments

- Local
 -
- Regional
 - I-80 HOV lane gap closure between State Route 4 and Carquinez bridge committed in RTP and seeking advancement (see Appendix 2)
- State
 -
- Federal
 -

Current Proposals

- Assemblyman Torlakson: \$2.5 million FY 2000–01 budget request for study of I-80 transit options in Western Contra Costa

Notes

- a) Corridor improvements are supplemented by Vallejo ferry system; 3rd ferry vessel proposed to be joint-funded with \$5 million in MTC Revenue Aligned Budget Authority (RABA) dividend funds and \$5 million in either federal or state discretionary funds.

APPENDIX 5 - Supplemental Information on Corridor Transit Proposals

Peninsula Corridor

Project

CALTRAIN IMPROVEMENTS

Phases

- Phase 1
 - Focus on rehabilitation
- Phase 2
 - Initiate Caltrain Express Service
 - Station and track improvements south of San Jose
- Phase 3
 - Electrification and added trains
 - Increase frequency to "mass transit" level of service between San Francisco and San Jose.
 - San Francisco Central Business District extension

System Integration

- Connects BART and San Francisco Muni service in San Francisco with VTA light rail in Santa Clara Co.

Funding Commitments

- Local
 -
- Regional
 - \$151.2 million committed under Resolution No. 1876 agreement to Caltrain Rapid Rail program
- State
 -
- Federal
 - \$54 million in FTA Section 5309 programmed to Caltrain Rapid Rail capital through FY 2002-03

Current Proposals

- Assemblyman Torlakson: \$3.5 million FY 2000–01 budget request for environmental impact study and preliminary engineering/Caltrain downtown extension
- SB 2003 (Speier, Sher, Johnson) to appropriate undetermined amount for rapid commuter rail service between San Francisco and City of San Jose
- \$5 million in governor's FY 2000–01 budget for new Coyote Valley Station

Notes

- a) Caltrain in new Transbay Terminal design
- b) Successful implementation of current and future Caltrain services requires joint financial participation of Santa Clara, San Mateo and San Francisco counties.

San Francisco Corridor

Project

MUNI METRO CENTRAL SUBWAY

Phases

- Phase 1
 - Central Subway: engineering
- Phase 2
 - Muni Metro Third Street: Caltrain to Bayshore
 - Central Subway: Chinatown extension construction and operation
- Phase 3
 - TBD

System Integration

- Extends Third Street Muni Metro to BART and connecting Muni services at Market Street

Funding Commitments

(Extension to Bayshore fully funded at \$290 million)

- Local
 - \$265 million: Proposition B sales tax
- Regional
 -
- State
 - \$25 million: 1998 STIP programming
- Federal
 -

Current Proposals

- Assemblyman Torlakson: \$6 million FY 2000–01 budget request for preliminary design and engineering

Notes

- a) EIS complete
- b) Related facility improvements funded separately

APPENDIX 5 - Supplemental Information on Corridor Transit Proposals

I-880 Corridor

Project

BART – OAKLAND AIRPORT CONNECTOR

Phases

- Phase 1
 - Environmental study & preliminary engineering
- Phase 2
 - BART – Oakland Airport Connector
- Phase 3
 - TBD

System Integration

- Connects BART to Oakland International Airport

Funding Commitments

- Local
 - (see Notes)
- Regional
 - \$3 million: 2nd cycle STP/CMAQ programmed to environmental and preliminary engineering
- State
 - \$4 million: STIP programmed to environmental and preliminary engineering
- Federal
 -

Current Proposals

—

Notes

- a) BART – Oakland Airport Connector is included in Alameda Measure B; proposed for \$65.8 million.
- b) Port of Oakland has committed a total of \$25 million from various sources towards total cost of the project.

Interstate 580/680 Corridor

Project

ACE COMMUTER RAIL/BART EXTENSION

Phases

- Phase 1
 - Corridor and environmental studies
- Phase 2
 - Rapid Bus, ACE train frequency upgrades and related improvements
- Phase 3
 - BART extension to Livermore

System Integration

Connects San Joaquin Valley to

- a) Silicon Valley and VTA light rail;
- b) BART to East Bay destinations

Funding Commitments

- Local
 - BART has acquired 222.2 acres for future station sites along extension alignment, valued at approximately \$23.6 million.
- Regional
 - MTC: 2nd cycle STP/CMAQ Regional Transit contribution - \$4 million for ACE train improvements
 - \$36 million request in the governor's FY 2000–01 Budget for ACE
 - I-680 SB HOV lane – fully programmed at \$133.3 million STIP and local funds
- State
 -
- Federal
 -

Current Proposals

- Assemblyman Torlakson: FY 2000–01 budget request for \$7 million for "regional transit connection" plan of transit options in I-580/Livermore Corridor

Notes

- a) \$8.7 million in Alameda Measure B proposed for studies and environmental work for I-580 improvements, including BART to Livermore extension option

APPENDIX 5 - Supplemental Information on Corridor Transit Proposals

State Route 4 Corridor	State Routes 92 and 84 Corridor
Project BART EXTENSION	Project DUMBARTON RAIL EXTENSION
Phases • Phase 1 - Corridor/Regional Connection Plan • Phase 2 - Rapid Bus - Route 4 Corridor • Phase 3 - BART Extension to Antioch	Phases • Phase 1 - Study rail connections • Phase 2 - Rapid Bus in Dumbarton and San Mateo-Hayward Bridge Corridors • Phase 3 - Rail in Dumbarton Bridge Corridor
System Integration - Extends BART connection from Eastern Contra Costa to the East Bay and Bay Bridge Corridor	System Integration - Connects ACE and West Bay Caltrain rail service
Funding Commitments • Local - BART/Contra Costa Transportation Authority agreement for Measure C funds to support a third BART station at Railroad Avenue. BART has purchased 10.4 acres in the corridor valued at \$1.9 million. • Regional — • State — • Federal —	Funding Commitments • Local - San Mateo owns rail corridor connecting East Bay to mainline Caltrain service on West Bay. • Regional — • State — • Federal —
Current Proposals - Assemblyman Torlakson: \$7 million request in FY 2000–01 budget for "regional transit connection plan"	Current Proposals —
Notes a) Commuter rail will be evaluated as part of the "regional transit connection plan."	Notes

APPENDIX 5 - Supplemental Information on Corridor Transit Proposals

Golden Gate Corridor

Project

NORTHWESTERN PACIFIC COMMUTER RAIL

Phases

- Phase 1
 - Corridor study
- Phase 2
 - Rapid bus in US 101 Corridor
- Phase 3
 - Northwestern Pacific (NWP) rail
 - Expanded Rapid Bus

System Integration

- Connects North Bay transit to Transbay ferry services from Larkspur to downtown San Francisco, and bus service across the Golden Gate Bridge to downtown San Francisco

Funding Commitments

- Local
 - Golden Gate Bridge District owns a portion (Corte Madera to Novato) of NWP right-of-way in Marin County. A consortium of GGBHTD, Marin and North Coast Railroad Authority purchased the balance of right-of-way in Marin and Sonoma counties in 1995.
- Regional
 - Proposition 116 Funding for Marin/Sonoma NWP rail corridor
- State
 - State loan to assist in the purchase of NWP right-of-way owned by consortium
- Federal
 - A portion of ISTEA demo funding for NWP is yet uncommitted.

Current Proposals

- Assemblyman Torlakson: \$500,000 FY 2000–01 budget request for Expanded Rapid Bus Study

Notes

- a) NWP rail was major element in expenditure plans of both Marin and Sonoma County half-cent sales tax measures defeated in November 1998.

Santa Clara Subarea

Project

LIGHT RAIL EXTENSIONS

Phases

- Phase 1
 - Environmental and design work
- Phase 2
 - Areawide rapid bus deployment building on Santa Clara freeway and expressway network
 - Full funding for Vasona Winchester station and supplemental funding for right-of-way (extends line beyond downtown San Jose terminus)
- Phase 3
 - Expansions in the Vasona, Capitol and East Valley LRT corridors

System Integration

- Links rail and bus in Santa Clara subarea

Funding Commitments

- Local
 - Measure A/B has full or partial funding slated for the Tasman East, Capitol and Vasona rail extensions; Tasman East currently under construction. Shortfall of \$165 million has been identified, including \$68 million for new light rail vehicles.
- Regional
 -
- State
 - Governor's proposed FY 2000–01 budget includes \$15 million for Vasona Light Rail Winchester Station.
- Federal
 -

Current Proposals

—

Notes

- a) Santa Clara VTA is completing its "Transportation Plan 2020," which provides the local planning context for these recommendations.

APPENDIX 6 - Other Bay Area Projects in Governor's Plan

(\$ in millions)

OTHER TRANSIT PROJECTS	Total Estimated Project Cost	Governor's Plan	Balance to be Funded
Treasure Island Ferry Terminal	\$5	\$2	\$3
Vallejo Baylink Ferry Boat	10	10	0
AC Transit Fuel Cell Buses	8	8	0
Richmond BART Parking Structure	5	5	0
Caltrain Grade Separation at Poplar/25th/Linden Ave.	34	17	17
SF Muni Ocean Avenue Light Rail Rehabilitation	20	7	13
North Coast Railroad Rehabilitation Project	85	65	20
Sonoma/Marin Area Commuter Rail Service	\$162	\$37	\$125
Total Transit Projects	\$329	\$151	\$178

OTHER HIGHWAY PROJECTS	Total Estimated Project Cost	Governor's Plan	Balance to be Funded
US 101/Route 87 NB Lane in Santa Clara	\$20	\$7	\$13
US 101 Widening from 4 to 8 lanes in Santa Clara	80	25	55
Vasco Road and Transit Enhancements	22	11	11
I-880/I-680 Interchange - Major Investment Study	1	1	0
Total Highway Projects	\$123	\$44	\$79

NOTES

NOTES

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